

CITY OF EDMONTON TOWN PLANNING COMMISSION

---

INTERIM REPORT

ON

A MAJOR STREET PLAN

FOR

THE CITY OF EDMONTON  
ALBERTA

---

1930



*Can.*  
HARVARD UNIVERSITY  
LIBRARY OF THE SCHOOL  
OF LANDSCAPE ARCHITECTURE AND CITY PLANNING  
CITY OF EDMONTON, TOWN PLANNING COMMISSION.

INTERIM REPORT  
on  
A MAJOR STREET PLAN  
for  
THE CITY OF EDMONTON,  
ALBERTA.

---

John F.D. Tanqueray,  
Town Planner.

---

CITY OF MINNEAPOLIS PLANNING DEPARTMENT  
MINNEAPOLIS, MINN.  
JANUARY 1922

" Investment in a good plan, whether it be for the new parts of a city or for the correction of the older parts, if regarded for a period of a year, may appear expensive; if considered for a period of five years it will be profitable; if considered for a period of fifty years it will be an investment which in subsequent days will make the community regret that it did not adopt it sooner. "

John Burns M.P.



CITY OF EDMONTON TOWN PLANNING COMMISSION.

Edmonton, Alberta.  
December 1st, 1930.

To the Chairman and Members,  
The City of Edmonton Town Planning Commission.

It is with pleasure that I submit herewith the proposals that constitute an Interim Report on a Major Street Plan for the City of Edmonton.

The Major Street Plan, which represents the first results of the town planning studies that have been carried out by myself and under my direction during the past year, is a part of the series of proposals, for the whole of which a majority of the basic studies have been completed, that will together comprise the Comprehensive City Plan.

Just as the major thoroughfares of a city are the frame-work of the city's structure, so are the major street proposals the framework upon which the other recommendations of the plan must be based. It is desirable, however, to draw attention to the fact that, since all the elements of the plan are to a greater or less degree interdependent, the preparation of the further proposals may result in some modifications in the present recommendations. On this account the proposals of the Major Street Plan must for the present be considered as being tentative and ought, it is respectfully suggested, be recommended to the City Council for so being adopted.

I wish here to take advantage of the opportunity that is afforded for an expression of my appreciation of the generous co-operation that has been accorded to myself on the part of all the civic officials, from the Commissioners downwards, with whom my work has brought me into contact and that has made possible the preparation of these recommendations. In particular, City Engineer A.W. Haddow, with whose department the Major Street Plan is most closely connected, has given unstintingly of both his time and of the benefits of his experience, the assistance of which has been invaluable in fitting together the projects of the plan and the improvements that have been carried out by his department in the past.

Respectfully submitted,

John F.D. Tanqueray,  
Town Planner.



## MAJOR STREETS.

In planning for the development of the city of today the fundamental importance of streets, along which flows the traffic upon which the city depends for its very existence, needs no stressing. Traffic requirements in the past were such that narrow streets, obstructed vision and defects in alignment were matters of no great moment to the community at large. Today, however, in every growing city the ever increasing volume of high-speed automobile traffic is year after year causing the inadequacies of the existing street systems to become more and more apparent. In order to cope with the requirements of modern traffic it is necessary that the main thoroughfare system should be both well and scientifically planned.

The fact, that in Edmonton the existing streets are seemingly sufficient for ordinary purposes and that the inconveniences of traffic congestion are still but minor in character and are confined to one or two localities during the hours of peak traffic movement, may easily lull the citizen into a dangerous sense of false security regarding the efficiency and adequacy for the future of the city's traffic arteries. That congestion or near congestion already occurs at certain points must, however, be the grounds for a grave concern as to the probabilities of the existing system being capable of meeting the demands of the traffic that anticipated urban growth and inter-urban highway development will assuredly impose upon the streets.



(2)

Provincial highway development is still in its initial stages and although routes of inter-communal importance certainly exist they are not yet so developed as to bear a comparison, from a traffic inducing standpoint, with the more intensively developed highways in the older parts of the country.

It is necessary therefore in framing proposals for the future to provide, in addition to the requisite facilities for the unhampered circulation of urban traffic, for the potential highway traffic movement to and from outside points and for the character of that traffic when present standards of highway development have been superseded by modern improvements and when projected route extensions and connections have been carried into effect. Generally speaking, it is to be expected that Edmonton's traffic problems will arise primarily from causes engendered by outside traffic increases, rather than from the increase that will occur within the city's boundaries.

#### THE STREET SYSTEM.

The city street system for purposes of classification may be considered to be comprised of four different types of thoroughfares, as follows:-

##### (1) Radial thoroughfares.

Arterial traffic ways of first importance radiating from the business centre and connecting it with all parts of the city and also with the surrounding country.



(2) Cross-town thoroughfares.

Traffic ways, second in importance only to the radial thoroughfares and crossing the city from North to South and East to West so as to afford easy communication between points within the city.

(3) Minor Streets.

Local streets serving limited areas, tributary to, but not comprising a part of the main thoroughfare system.

(4) Special Service streets.

<sup>1</sup> Boulevards, parkways and similar thoroughfares.

Radial and Cross-town thoroughfares only, are dealt with in the Major Street Plan.

THE MAJOR STREET PLAN.

The Major Street Plan (Plate I ) is designed to afford a means of securing an improved co-ordination of all future improvements in the main thoroughfare system of the city. Certain remedial and preventive proposals involving corrections in alignment, street widenings, extensions and connections are contained in the scheme, which will, when carried into effect, round out the existing street system into one that may be expected not only to facilitate the movements of the present traffic, but also to be capable of meeting to the best advantage the anticipated traffic requirements of the future.

---

<sup>1</sup> Boulevards, parkways and scenic driveways, which it will be noted have been omitted from the Major Street Plan, are projected for consideration under that section of the Plan that deals with Parks and Public Recreation.



It is considered that the plan makes the necessary provision for the needs of a city at least twice as large as Edmonton is today, having due regard for expected increases in extra-urban traffic.

The Major Street Plan, by determining in advance those streets that should be developed as major traffic ways and the location of the required improvements thereto, and also by anticipating paving requirements, affords the civic authority and its officials the best possible opportunities for the employment of foresightedness in their construction programmes and for acquiring and reserving, under favourable conditions, the lands that will be required to fit the existing street system to the needs of city growth and increasing commercial and industrial importance.

It is not in any way suggested that the plan should be carried out in its entirety in the immediate future, nor that unforeseen developments will not necessitate some modification of the proposals from time to time. It is, however, confidently predicted that a policy of general adherence to the scheme and of allocating ordinary routine arterial thoroughfare improvements, only to the thoroughfares proposed by the plan, will result in largely eliminating any recurrences of the costly land acquisitions that Edmonton has already experienced in the past and in avoiding of the possible waste that may be occasioned by the construction of highway improvements that have not been co-ordinated by an accepted and predetermined plan.



## PREPARATION OF THE PLAN.

In order to secure a basis upon which to frame the major street proposals a very comprehensive and exhaustive study of existing civic conditions and of the trends of future development has been made. Street widths, surfacing and arrangement, transit facilities, utilities, population distribution and growth, the use of property, past building activities, traffic conditions and so on have all received careful attention through the media of both statistical surveys and personal observations. Much of this material has been reduced to graphic form, but is not reproduced here for reasons of economy.

It should be noted that in planning those improvements that entail the acquisition of lands the possibilities for economy that occur through the existence of city-owned properties in the locality have been utilized to their fullest advantage and that all of the proposals are such that they involve the absolute minimum of undertaking that is considered to be compatible with efficiency.

## STANDARDS FOR THE DEVELOPMENT OF MAJOR STREETS.

In order to provide for the efficient and speedy handling of traffic Major streets are required to be possessed of three important characteristics. They are continuity, directness of route, and adequate widths for the accommodation of maximum anticipated traffic loads.



Paving recommendations for the three recommended major street types are as follows:-

## (6)

## Four-Line Streets:

The roadway widths that are recommended in the Major Street Plan vary with locality and with the volume of future traffic that the different streets may be expected to be called upon to

handle and are planned in every case to accommodate a specific number of lines of vehicles, viz. four, six and eight lines.

The standards suggested for adoption are similar to those generally approved by modern practice and are the result of researches into the problems of roadway design in other cities.

The recommended lane widths or unit dimensions, which combined form the total widths, are as follows:-

- 1 Lane for moving traffic.....10 feet.
- across bridge Lane for parking parallel to curb... 8 feet.
- graphical <sup>1</sup> Lane for angle parking.....18 feet.

These widths are considered as being minimum for safety and for the free movement of traffic under all conditions of light and weather and also as being maximum in view of the fact that excessive widths have been proven by experience to hinder rather than assist traffic movement and to act as an invitation to the dangerous crowding in of vehicles.

The recommended street capacities for the future have been indicated in Plate I, and are detailed in the Summary of Major Streets contained in these pages.

---

<sup>1</sup> Diagonal or angle parking is not recommended on major streets except where the pavement width is excessive for present requirements as the action of removing vehicles from the parking strip tends to obstruct through traffic lanes.



Paving recommendations for the three recommended major street types are as follows:-

Four-Line Streets:

36-foot pavements, To accomodate parallel parking on both sides of the street and two moving traffic lanes.

Six-Line Streets:

56-foot pavements. To accomodate parallel parking on both sides of the street and four moving traffic lanes.

Eight-Line Streets.

76-foot pavements. To accomodate parallel parking on both sides of the street and six moving traffic lanes.

It should be noted that in planning street widths across bridges, through subways and in locations where topographical or other conditions would make the construction of wide streets difficult or excessively costly, pavement widths sixteen feet (two parking lanes) narrower than the widths provided for the adjoining roadways will be sufficient for traffic circulation purposes provided parking is prohibited thereon.

Both six and eight-line streets can be improved primarily as four-line streets with paving so constructed as to be readily capable of being widened to the full planned widths when conditions so warrant. This method of carrying out improvements, it may be mentioned, has already been adopted and put into practice by the City Engineer's department of the City of Edmonton.

An important problem of roadway design, arising



directly out of the requirements of present day traffic, is that of providing for suitable curb radii at intersections. A proper turning radius, usually, is not practicable and street railway " clearance curves " cannot be installed where rectangular block corners are in existence. For some time past the city has made a practice of cutting the corners of city owned corner lots before disposing of the properties in order to provide the necessary land required for up-to-date curb construction methods and to secure unobstructed view at intersections. Recommendations extending this principle to privately owned properties through the powers conferred upon the City Council by the provisions of the Town Planning Act form a part of the Comprehensive Plan.

#### PARKING.

Parking, to which some reference has already been made, is commonly a matter for investigation and recommendation as a part of the Major Street Plan. However, since the present proposals are of an interim character and as parking regulations are capable of being adjusted from time to time as conditions may seem to warrant, no definite recommendations in that regard are contemplated at this stage.

In the footnote on Page 3, there will be found a recommendation against diagonal parking on major streets, which is, it is considered, worthy of emphasis. Diagonal parking of private and livery automobiles and of excessively lengthy trucks and public omnibuses ought not, it is submitted, to be allowed to interfere with the free circulation of traffic.



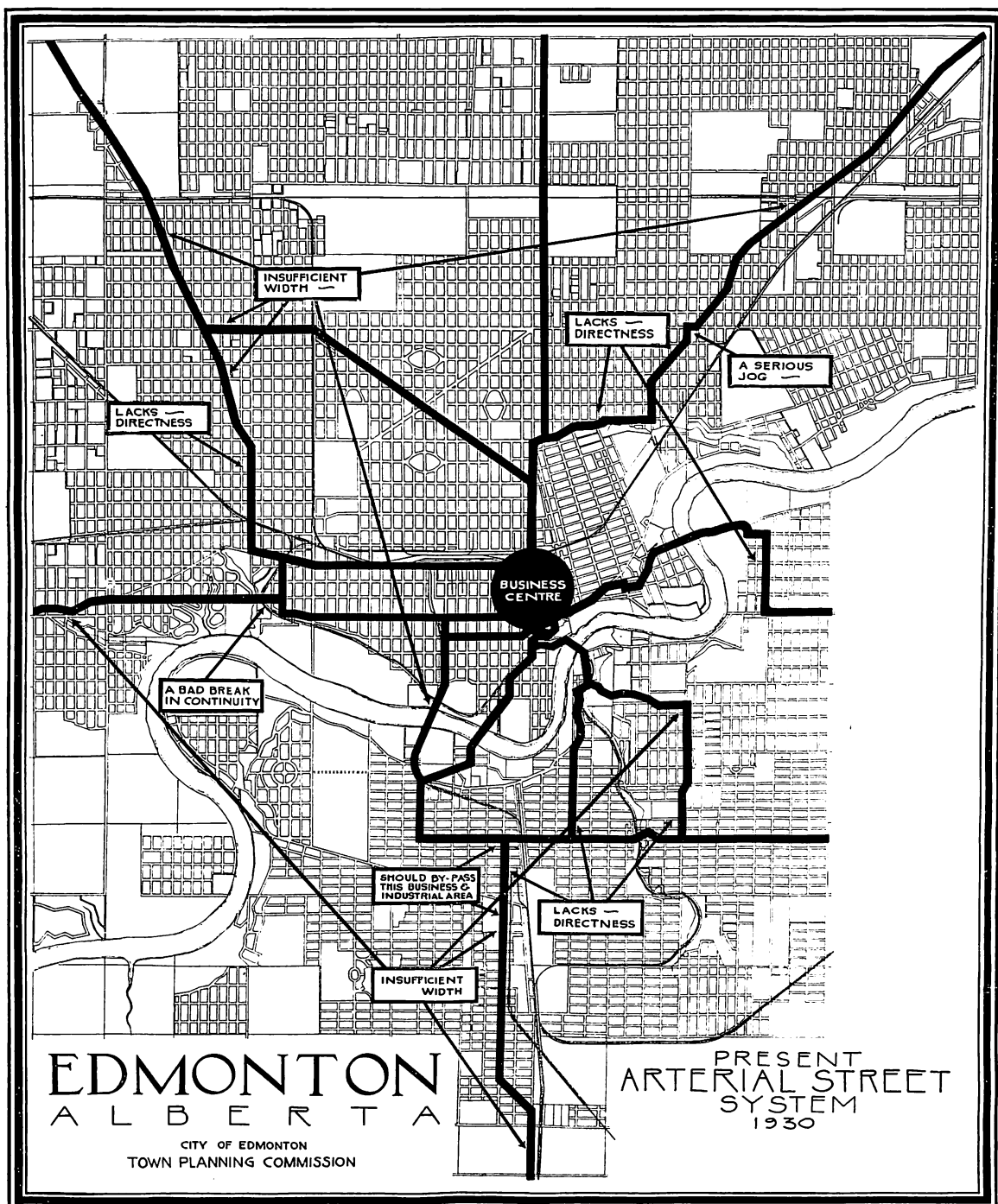


PLATE II



Many cities prohibit livery vehicles and omnibuses altogether from using the main traffic arteries for parking purposes.

#### RADIAL THOROUGHFARES.

Plate II shews the radial or arterial thoroughfare system of Edmonton as it exists today. The plate also draws attention to its most prominent defects. This plate should be compared with the radial thoroughfare system as it is contemplated in the Major Street Plan (Plate III) in which it will readily be seen that the present deficiencies of continuity and direction have largely been eliminated.

There follows a general description of the proposals for the improvement of the radial thoroughfare system:-

#### THE CALGARY-EDMONTON HIGHWAY.(PROVINCIAL HIGHWAYS ROUTE NO. 1 )

In addition to very important inter-city movements, it is anticipated that a preponderance of the future traffic that will pass through Edmonton enroute to the Jasper Park and Peace River regions will make use of the Calgary-Edmonton highway. The importance of this route cannot be overestimated.

Pending a more extensive development of the industrial area in South Edmonton the Plan proposes the widening to eighty feet of 103rd Street from the southerly city limits to the point where it joins the Calgary Road at 52nd Avenue, and a similar widening of 104th Street between 68th and University Avenues. These widenings will provide for a six-line thoroughfare throughout the length of this arterial between the city limits and Whyte (82nd) Avenue.



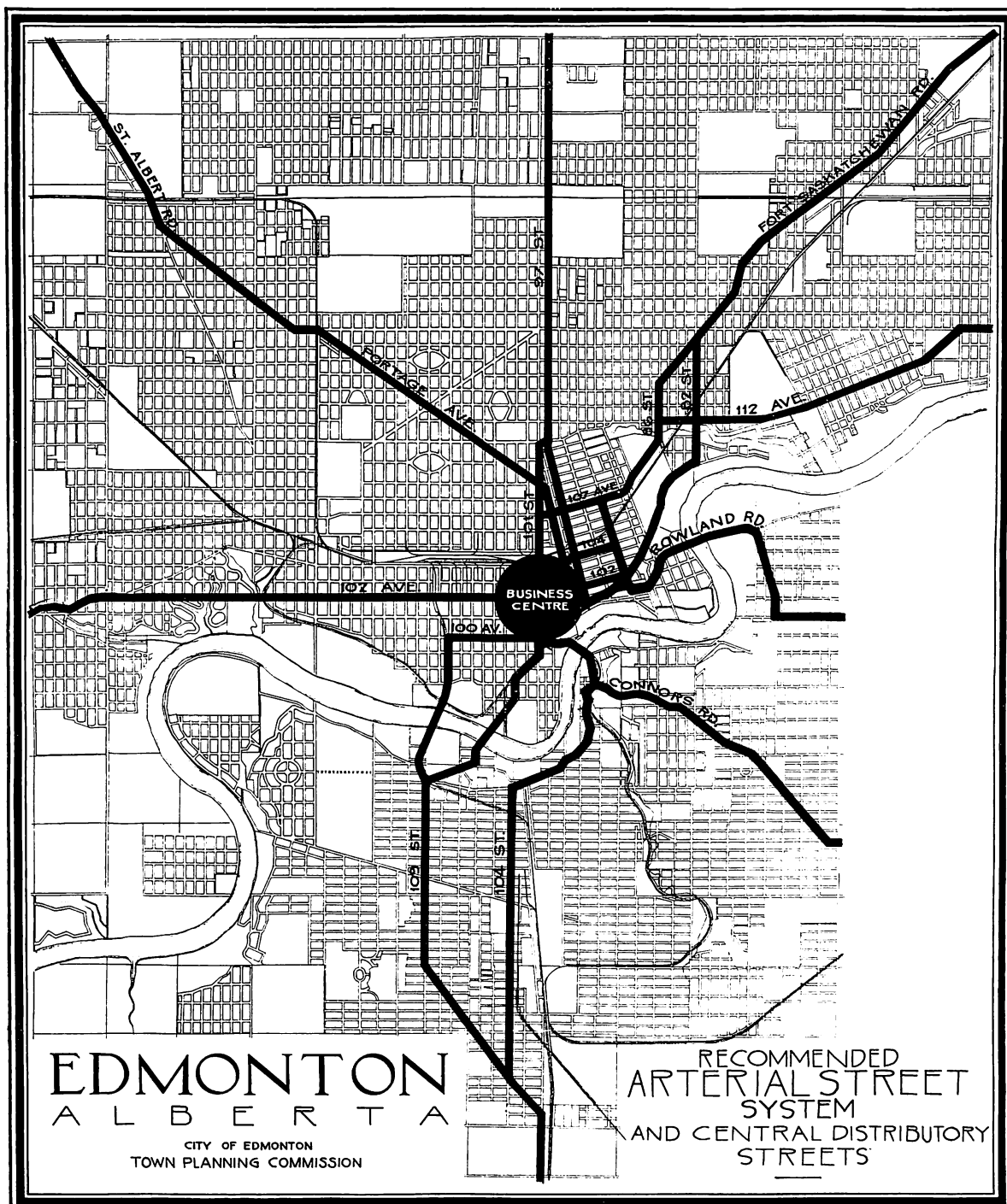


PLATE III



Between the intersection of Whyte Avenue and 104th Street and the downtown district it is recommended that traffic should be encouraged in the use of a choice of routes. These routes are either that via. 104th Street-Saskatchewan Drive- the Scona and MacDougall Hills, the at present most generally used route via Whyte Avenue - 109th Street - the High Level Bridge -109th Street -101st (Jasper) or 100th Avenues, or the route using the last mentioned thoroughfares only as far as 109th Street and Saskatchewan Drive and thence proceeding via the new, admirably planned and more direct thoroughfare crossing the river over the 105th Street bridge. Undesirable as this tripartite arrangement undoubtedly is, it would seem to be unavoidable in order to secure an adequate number of traffic lanes across the river, since the obstacles, structural, financial and topographical that would be encountered in the widening or replacement of the High Level bridge, or the construction of an altogether new and more direct high level entry are assumedly insurmountable.

A more future improvement to the approach from Calgary is that contained in the proposal to by-pass the South Edmonton industrial area and the commercial district on Whyte Avenue through the opening of a new eighty foot wide diagonal street (Plate IV) extending from 104th Street at 56th Avenue to 109th Street at 68th Avenue and the widening of 109th Street to eighty feet between 68th and University Avenues to connect at the latter street with the eighty foot Street north of University Avenue. This scheme would



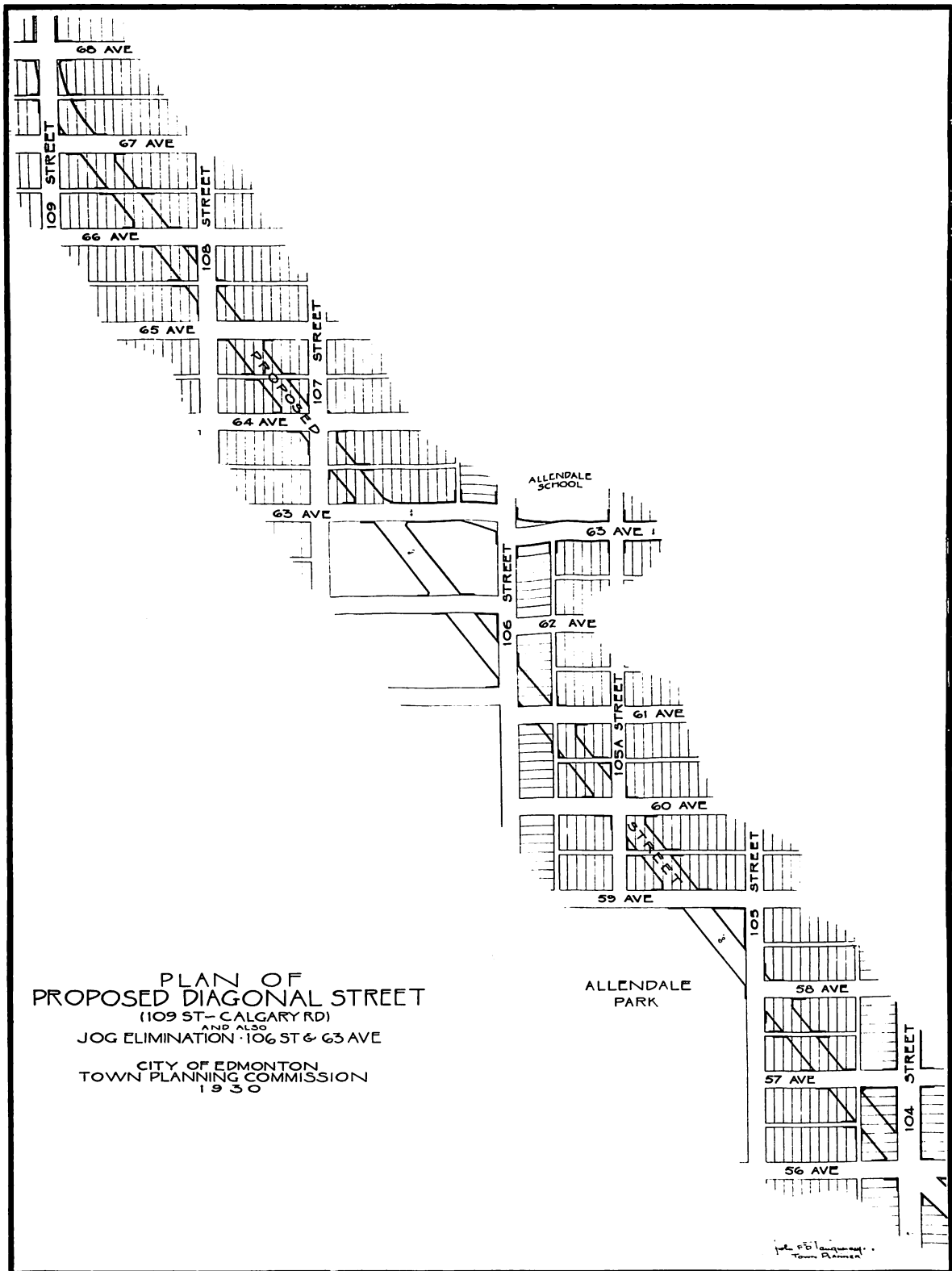


PLATE IV



(11)

bring about a considerable improvement of direction in the routing of the traffic entering and leaving the city by way of 109th Street, and by separating through and local traffic help to relieve any congestion resulting from industrial and business developments on the South Side.

THE JASPER PARK HIGHWAY( PROVINCIAL HIGHWAYS ROUTE No. 16.)

There appears to be every possibility that the tourist traffic that will be attracted through the development and extension of the provincial highways system into the attractive Jasper Park region will result in this route eventually coming to rank, in so far as Edmonton is concerned, as second in importance only to the Calgary-Edmonton link in the system.

The routing recommended in the Plan for traffic using this highway, viz. Stoney Plain Road and 102nd Avenue, necessitates the widening of the former street to eighty feet between the city limits and 142nd Street, and the construction of a subway beneath the Canadian Pacific Railway tracks crossing 102nd Avenue between 109th and 110th Streets. Through the construction of these improvements there will be secured to traffic a six-line artery leading directly into the heart of the city and also an important relief thoroughfare to Jasper Avenue. That such a relief street constitutes a real want is already indicated by the steadily increasing preference of traffic for the route via Stoney Plain Road and 104th Avenue despite the several railway spur crossings traversing the latter thoroughfare.



The centrally located walk on 102nd Avenue which is a peculiar feature of this street should it is recommended, in the interests of both pedestrian safety and vehicular movement, make the change from side to central walks in the centres of blocks rather than at an intersection as at present.

THE PEACE RIVER HIGHWAY. (PROVINCIAL HIGHWAYS ROUTE NO. 1.)

At present traffic using the Peace River highway either follows the St. Albert Road to or from its southerly termination in the West End district and thence utilizes either Jasper or 104th Avenues between that point and the business section or else it proceeds via the St. Albert Road - 118th Avenue - the Portage Avenue diagonal and 101st Street. Defects of both direction and width are conspicuous features of both of these routes. Observation seems to indicate that the more direct of the two, that via 118th Avenue, is frequently passed upon on account of the rather abrupt turn off that 118th Avenue makes from the St. Albert Road, and its consequent lack of invitation to the driver unfamiliar with the route.

The proposal to open up an eighty foot wide diagonal street through the Sherbrooke and North Inglewood Subdivisions, largely city owned properties, would besides greatly improving the directness of the route and eliminating the necessity for widening all but a very short stretch of the St. Albert Road, tend to discourage the present undesirable movements of traffic using this highway through the West End and along Jasper Avenue.



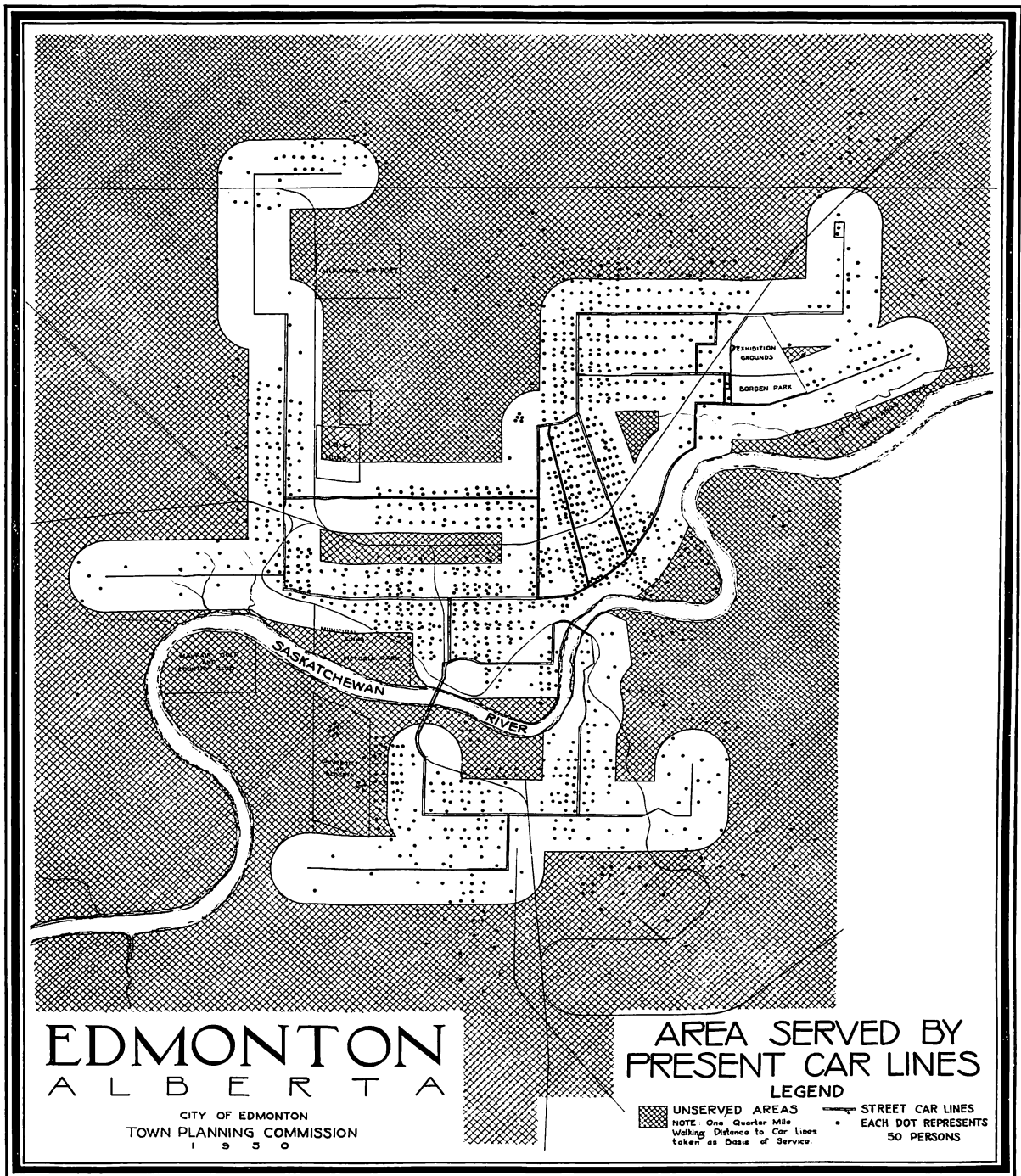


PLATE V



## 97th STREET.

97th Street, although of somewhat secondary importance, should it is considered because of its location midway between the St. Albert and Fort Saskatchewan Roads, be classified as a radial thoroughfare.

A major defect in this thoroughfare is that of its sixty-six foot width between the Norwood Boulevard and Jasper Avenue. Since advanced developments on this section of the street render any widening proposals unlikely of accomplishment it is recommended that a serious consideration should be given to the matter of the abandonment of the use of this street by the street railway, for the purpose of which it is insufficiently wide and for the reason that the transit studies indicate (Plate V.) that the service is not required if adjudged by generally accepted standards in that regard.

It is also recommended that 97th Street between the city limits and 118th Avenue should be widened from its present width of sixty-six feet to eighty feet.

## THE FORT SASKATCHEWAN ROAD. (PROVINCIAL HIGHWAYS ROUTE NO. 16)

The Fort Saskatchewan Road falls short of radial, thoroughfare requirements primarily in the matter of width, although both the sharp break in alignment at 118th Avenue and its present unsatisfactory southerly termination are serious defects.

A striking example of lack of foresight and of planning is afforded by the permission of the subdivision that has



obliterated the continuation of the present Fort Road into the Norwood Boulevard. This extension, the route of which has been shewn on Plate VI. still remains entirely desirable but it is considered as being too costly a project for inclusion in these proposals.

An effort has already been made to secure the elimination of the jog in the Fort Road at 118th Avenue, but unfortunately failed of success. It is recommended that further action to put this arterial across Block 6, Cromdale Subdivision should not long be delayed, since the break in the thoroughfare at this point not only constitutes a serious impediment to free traffic movement but is also an actual source of danger to life and property.

The recommendations contained in the Major Street Plan for the improvement of this route, in addition to the elimination of the jog at 113th Avenue, provide for the widening to eighty feet of the Fort Saskatchewan Road throughout; for a similar widening of 86th Street between the Fort Road and Rat Creek, the connection of 86th Street with 107th Avenue at 92nd Street by means of a new eighty foot roadway through the old Penitentiary grounds and finally the widening to six-line width of 107th Avenue between 92nd and 95th Streets. The carrying out of these proposals will result in the establishment of a very fairly direct six-line arterial penetrating practically into the central area and serving traffic between the north-eastern section of the city and the industrial area north of the C.N. Railway centre.

Attention is drawn to the eighty-foot wide connection in between the Fort Road and Jasper Avenue proposed to be secured by the widening of 82nd Street between the two thoroughfares. This connection, since it leads by way of Jasper Avenue directly



into the business section south of the Canadian National Railways' tracks, should materially assist in the distribution of traffic entering and leaving the city by way of the Fort Saskatchewan Road.

#### 112th AVENUE.

In view of the possibility of the construction of a bridge across the Saskatchewan River immediately to the east of the city it is desirable that provision should be made for an arterial thoroughfare to serve the traffic that would be attracted thereby. The routing recommended by the Plan is that provided by connecting 118th Avenue with 112th Avenue through unsubdivided properties near the easterly city limits, a straightening of 112th Avenue to the south of Borden Park and the widening of that thoroughfare to eighty feet throughout and so providing a six-line traffic way to connect either with the 82nd or 86th Street distribution systems described under the heading of the Fort Saskatchewan Road.

112th Avenue being only sixty-six feet wide is also considered as being too narrow to accomodate the street railway tracks that it already carries.

#### THE CLOVER BAR ROAD.

Topography precludes the projection directly into 101st Avenue of the four line diagonal street through the Forest Heights Subdivision that is proposed in the Plan. This new street represents the sole recommendation for the improvement of the Clover Bar Road route that is contained in the proposals.



A trespass roughly following the line of the recommended new street already serves as a visible indication of the urge on the part of traffic for this improvement.

THE WAINWRIGHT HIGHWAY. (PROVINCIAL HIGHWAYS ROUTE No. 14.)

The Cooking Lake summer resort and the seaplane base on the same lake, the latter already an important adjunct to and conceivably a future part of Edmonton's airport facilities, are factors of not to be overlooked importance that must be taken into consideration in framing any proposals for the improvement of the No. 14 Highway entry. An essential to the successful co-operation of the local air field with the base at Cooking Lake being the provision of a direct and efficient thoroughfare between these two points.

Three routes, viz. Whyte Avenue and 91st Street, Whyte Avenue and 99th Street or Whyte Avenue and 109th Street are all commonly used between the business centre and the point of junction of the provincial highway with Whyte Avenue at the city limits. All these routes lack the directness that is a primary requisite of speedy communication.

It is proposed in the Plan that a diagonal street should be opened up between the highway at the city limits and 95th Avenue at a point near its intersection with 91st Street. It is also recommended that the continuation of this route along 95th Avenue, Connors Road and the Scona and MacDougall Hills should in the future either be widened to six-line width or restricted against parking in order to accomodate four moving



traffic lanes. This latter recommendation, it should be noted is intended to apply only to those portions of the route presenting difficulties in the way of widening on account of topography. An inspection of the Major Street Plan will clearly indicate the gain in the matter of directness that would be obtained through the putting into effect of these proposals.

#### CROSS-TOWN THOROUGHFARES.

The proposals contained in the Plan for the improvement and extension of the cross-town thoroughfares can readily be ascertained from the plates and through the details of these streets set out in the Summary of Major Streets. It is therefore proposed to describe here only the more important of the recommendations in this regard.

#### EAST AND WEST AVENUES.

##### 127th AVENUE.

It is recommended that the existing portions of this route should be widened to eighty feet, since 127th Avenue is the most important east and west thoroughfare lying to the north of the Canadian National Railways main line and for the reason that it also carries the street railway along a portion of its length. The bad jog on this avenue at 90th Street is proposed to be eliminated through the closing of the present avenue between 90th and 82nd Streets and the opening in its place of an eighty foot street to the north of the present position of 127th Avenue, such new street to be eventually produced through the unsubdivided lands lying between 82nd and 74th Streets so as to connect with the at present dead-ended



(18)

length of 127th Avenue at 74th Street.

#### 118th AVENUE.

The importance of 118th Avenue resulting from its being the only east and west street to entirely span the city and one that may be expected to connect in the future with any bridge destined to connect the City with the Clover Bar district, as well as the fact that it is at present too narrow for the accomodation of the street railway that it carries, are the chief grounds for the proposal to widen this thoroughfare to eighty feet throughout. It should be noted that on account of the lack of development along this thoroughfare that the timely imposition of building lines would render the accomplishment of this rather lengthy project a matter of comparatively little difficulty.

Pending definite proposals for the subway which will eventually carry 118th Avenue traffic beneath the Canadian National Railways tracks at 121st Street, the reservation is recommended of the portion of Block 19 Hudson's Bay Reserve that lies to the north of Portage Avenue in order to provide for any possible diversion of 118th Avenue that may be found necessary as a result of the subway plans.

#### 107th AVENUE.

Attention is directed to the proposal, detailed amongst others in Plate VI, for the straightening out of the present unsatisfactory connection of 107th Avenue through the properties lying between 101st and 97th Streets. Since industrial



developments of a nature calculated to preclude for ever the securing of this important cross-town thoroughfare can be anticipated in the near future the acquisition of the lands involved in this project is considered to be a matter deserving of early attention.

#### 104th AVENUE.

104th Avenue, in common with the other avenues lying south of the Canadian National Railways tracks between 97th and 92nd Streets, is at present but sixty-six feet wide. A heavy traffic is to be anticipated on this section of this thoroughfare and its widening to eighty feet and extension to connect with Jasper Avenue is therefore recommended.

#### 102nd AVENUE.

A serious defect in the important cross-town thoroughfare of 102nd Avenue is that of the jog that occurs at its intersection with 101st Street. It is realized that in view of the importance of the properties that would be involved in any scheme for the elimination of this defect that any definite proposals in that regard must be considered as out of the question but it is at the same time strongly urged that there should be no neglect of any opportunities that may occur in the future tending towards the realization of this most desirable of ends.

It is recommended that the widening that has already been undertaken in the past along the south side of 102nd Avenue between 99th and 97th Streets should be extended east to Jasper Avenue.



## JASPER AVENUE.

The short sixty-six foot stretch of Jasper Avenue that occurs between 95th and 92nd Streets requires to be widened to eighty feet in order to eliminate the "bottleneck" that its present width creates at this point. The inconveniences of this defect in Jasper Avenue will become more and more pronounced, unless corrected, as the development of the city's easterly thoroughfares proceeds.

## 87th and 88th AVENUES.

In order to eliminate the jog that would occur between 87th and 88th Avenues at 116th Street when 87th Avenue is produced across the grounds of the University of Alberta, the relocation of 88th Avenue to the South of its present position in the Windsor Park Subdivision is recommended as is also its production in a westerly direction to connect with Saskatchewan Drive.

## NORTH &amp; SOUTH STREETS

## 66th STREET.

The widening to eighty feet of the sixty-six foot stretch of 66th Street between the Fort Saskatchewan Road and 122nd Avenue, and also the elimination of the jog that occurs in this street immediately south of 118th Avenue are recommended in the Plan.

## 95th STREET.

95th Street, since it is required to accommodate the street railway between 118th and Jasper Avenues, requires to be widened to six-line width. This street has only been designated as a major street south of the Norwood Boulevard.



## 100th STREET

100th Street is recommended for widening to eighty feet between 97th Avenue and MacDougall Hill to accomodate the street railway.

## 124th STREET.

124th Street between Jasper Avenue and the proposed new diagonal street connecting the St. Albert Road with 118th Avenue is recommended for widening to six-line width in order to accomodate the street railway lines that it carries.

## 127th STREET.

127th Street between 118th and 127th Avenues is also recommended for widening to accomodate the street railway.

## GENERAL RECOMMENDATIONS FOR CARRYING OUT THE PLAN.

## LAND RESERVATIONS AND EXCHANGES.

The bringing together at one time of all of the street improvements that can be visualized as being required for the future development of the city, as the Major Street Plan does, at first sight may appear to have resulted in such an array and complexity of projects that the suggestion of their realization would seem to be beyond the bounds of reasonableness. Investigation, however, of the various proposals and an appreciation of the ease with which a majority of them can at the present be accomplished and also a realization of the fact that all of the contemplated additions and corrections are anticipated as being necessary, either at present or in the future, to the development of the city, should it



is considered convince the investigator of both the reasonableness of the proposals and of their practicability.

With the submission to Council of the final recommendations in regard to - Major Streets - Transit - Transportation - Zoning - Public Recreation - Civic Art - the six components that together comprise the Comprehensive Plan, it is intended that the recommendations shall be accompanied by a scheduled programme for their implementation ordered according to the anticipated importance of the various projects. At this stage in the preparation of the Comprehensive Plan it is not possible to append any such programme to the recommendations. It is considered, however, that since the increasing development of the City can but add difficulties, month by month, to the accomplishment of many of the proposals, that it is proper here to draw attention to the desirability of reserving from sale city owned lands required in the various projects and also of making the fullest possible use of any possibilities for the exchanging of properties with private owners that are calculated to assist in their eventual realization. The importance of these land reservations as regards the greater proportion of the recommended new streets will be readily appreciated after an examination of the proposals which will disclose the fact that these streets pass through but little privately owned property and that they can now therefore be advantageously secured to the public in the manner suggested.



## BUILDING LINES.

In the Charter of the City of Edmonton (Sec. 484 (2) ), it is provided " that when a street or any part thereof has been or is being widened by means of an equal contribution from the lots thereon abutting no compensation shall be payable to the owners or other persons interested therein, nor shall they be entitled to damages except for the value of buildings and improvements demolished or the cost of removal of same, unless a judge or arbitrator should be of the opinion that under the special circumstances of the case the owner is entitled to damages. "

It must be obvious despite the Charter provisions quoted in the preceding paragraph that property damages would render the immediate construction of all of the widening proposals contained in the Plan impracticable. Delay on the other hand in making some provision for the eventual carrying out of the proposals must add greatly to their cost. A solution of this problem is provided by the authority for the imposition of building lines that has been vested in Council by the provisions of the Town Planning Act.

As a result of Edmonton's fortunate situation, especially in the central area of the city, as regards street widths it has been possible in the Plan to restrict the widening proposals in most instances to the outlying and as yet sparsely settled streets. Therefore it is possible through the timely prescription of building lines beyond which no buildings will be permitted to be erected to make a provision for the future improvements that will eliminate much of the property damage



costs that would otherwise ensue and to assist owners as well to develop their properties in accordance with such plans.

Building Lines together with the street widening provisions of the Charter should simplify greatly the widening problems that will have to be solved in the carrying out of the plan.

#### ADVANTAGES OF THE PLAN.

In addition to the facilitation of traffic movements, the importance of the major street system to the development of the city, as has already been stated, is fundamental. Indeed it is difficult to conceive of any project, municipal or private, that is not related in a greater or lesser degree to the street plan. A preconceived system of traffic ways can but assist both the civic authorities and private individuals in planning to the best and most economical advantage the hundreds of different developments that together go to make up the civic structure. Such a plan also affords the best of opportunities for the non-permission of projects within civic control that would interfere with future street developments.

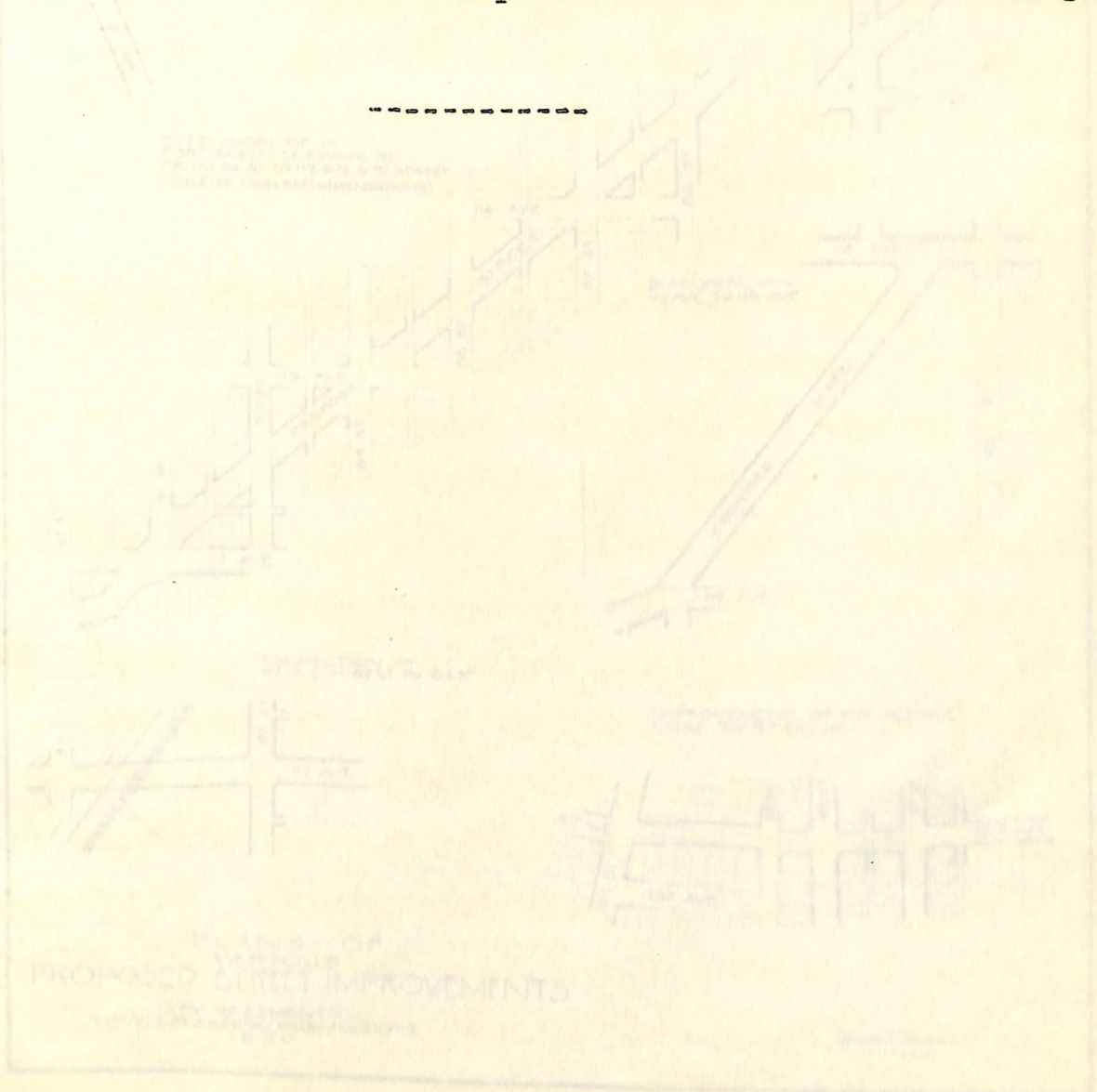
The determination of the width of a permanent bridge in relationship to the future capacity of the thoroughfare of which it forms a part - The weighing of the advantages and disadvantages of permitting a railway spur track to cross a street of possible future importance in order to serve a site with trackage facilities - The desirability of proceeding with the construction of a school on a site located at a possible major intersection of the future - The designing of



pavements - All of these are problems that together with a host of others of a kindred nature can be solved most effectively only through the adoption of a major street plan.

In order therefore to secure to the full the advantages that are offered by the Major Street Plan it follows that after the Plan has received the consideration and approval of Council that all developments should be considered in the light of their relationship thereto and ordered accordingly.

-----





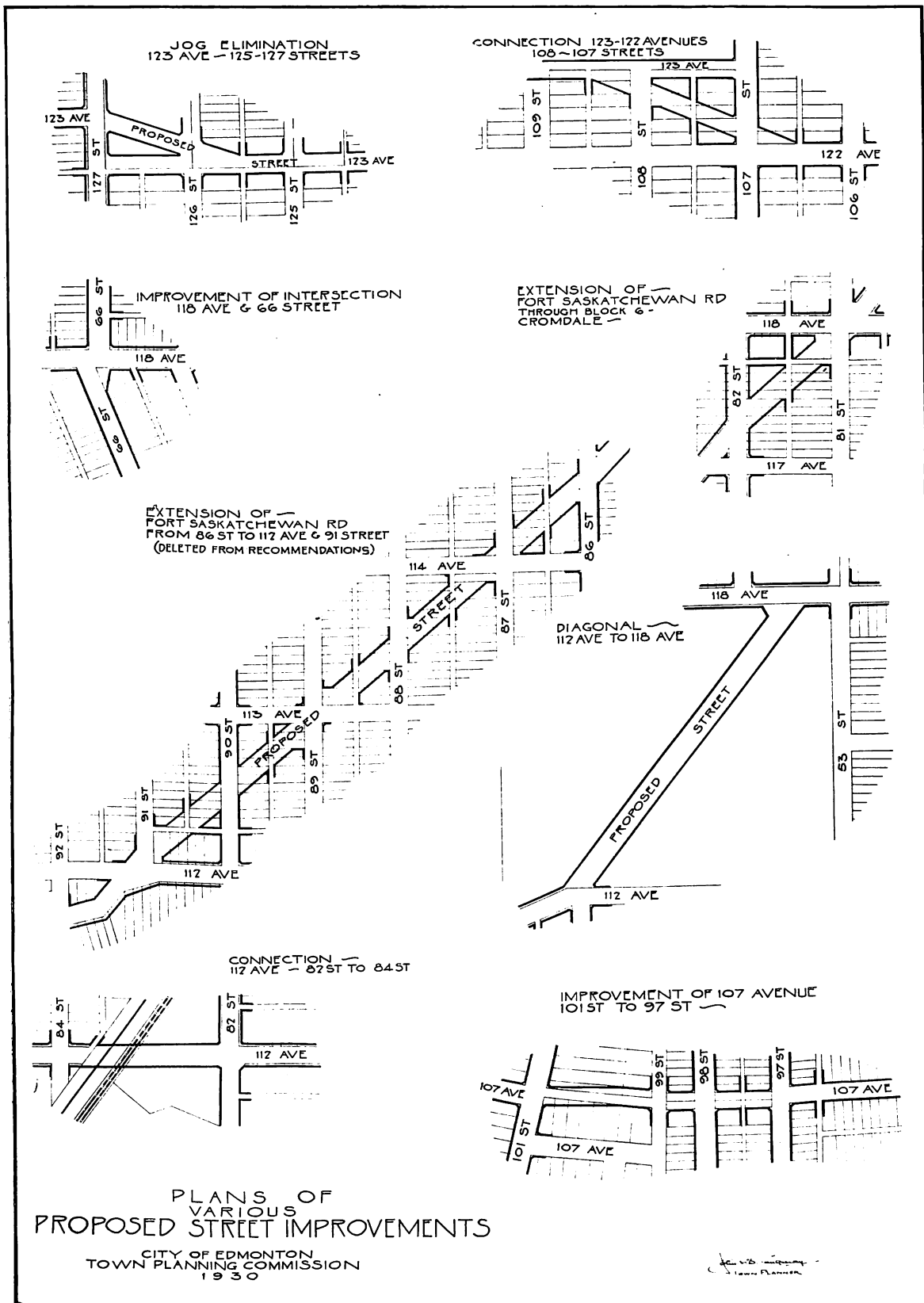


PLATE VI



NOTE.

In the foregoing pages and in the six plates that are included in this report it has been possible to reproduce a moiety only of the information and other matter that has been assembled in the preparation of the street plan. For example but one of the three proposed major diagonals, that on the Calgary-Edmonton Highway ( Plate IV ), has been reproduced in detail and similarly the more important only of the street connections and corrections are shewn in Plate VI. Much statistical information such as the figures in regard to assessed land values and building occupation and other equally essential data that has necessarily been assembled in the preparation of the Plan has been omitted from the report on account of its complexity. All of this information is on file and can be produced for examination as circumstances may demand.

ADDENDUM.

Under the heading " Standards for the development of Major Streets " it should have been pointed out that the use of streets having a width of less than eighty feet for street railway purposes is not under any circumstances recommended.



## SUMMARY

of

MAJOR STREETS.



# I N D E X TO THE SUMMARY OF MAJOR STREETS

	<u>Route No.</u>		<u>Route No.</u>
Bridge Road	1	103 Street	1
Calgary Road	1	104 Street	1
Connors Road	8	106 Street	1
Ft. Saskatchewan Road	5	107 Street	37
Jasper Avenue	3, 5 & 18	109 Street	1 & 38
Kingsway	45	113 A Street	39
MacDonald Drive	1	115 Street	49
MacDougall Hill	8	116 Street	40 & 50
Norwood Boulevard	14	121 Street	41
Portage Avenue	3	124 Street	42
Rowland Road	7	125 Street	18
St. Albert Road	3	127 Street	43
Saskatchewan Drive	1 & 22	142 Street	44
'Scona Hill	1 & 8	60 Avenue	27
Stony Plain Road	2 & 16	63 Avenue	27
University Avenue	25	76 Avenue	26
Whyte Avenue	1, 8, 24	87 Avenue	23
High Level Bridge	1	95 Avenue	8 & 21
Low Level Bridge	8	97 Avenue	20
5th Street Bridge	1	100 Avenue	1 & 19
55 Street	10	101 Avenue	7
66 Street	28	101 A Avenue	7
75 Street	46	102 Avenue	2 & 17
82 Street	5, 7, & 29	104 Avenue	16
86 Street	5	107 Avenue	5 & 15
90 Street	30	111 Avenue	14
91 Street	47	112 Avenue	6 & 14
92 Street	31	118 Avenue	3, 6 & 13
93 Street	47	122 Avenue	12
95 Street	7 & 32	123 Avenue	12
96 Street	33	127 Avenue	11
97 Street	4	129 Avenue	10
98 Street	34	132 Avenue	9
99 Street	48	133 Avenue	9
100 Street	8 & 35		
101 Street	1, 3 & 36		



# SUMMARY OF MAJOR STREETS ARTERIAL THOROUGHFARES

Name of Street	From	To	Traffic Capacity in Lines of Vehicles		Remarks
			Present	Proposed	
<u>L. CALGARY-EDMONTON HIGHWAY.</u>					
103 Street Calgary Road	City Limits 103 Street	Calgary Road 104 Street	4 6	6 6	
104 Street	56 Avenue	University Ave.	4-6	6	Widen 14 feet on East side between 68 and University Avenues.
	University Ave.	Whyte Avenue	8	8	
(a) 104 Street Sask. Drive Scona Hill	Whyte Avenue 104 Street 92 Avenue	Sask. Drive 99 Street Connors Road	8 4 4	4 4 4	Joins proposed No. 14 Highway Route at Connors Road.
(b) Whyte Avenue 108 Street	104 Street Whyte Avenue	109 Street High Level Bridge	8 8	8 8	
(1) High Level Bridge 109 Street 100 Avenue MacDonald Drive	97 Avenue 109 Street 102 Street 101 Street	100 Avenue 102 Street MacDonald Drive 100 Street	2 8 6 4 4	2 8 6 4 4	No parking.



Name of Street	From	To	Traffic Capacity in Lines of Vehicles		Remarks
			Present	Proposed.	
(2) Bridge Road 106 Street	Sask. Drive 90 Avenue	106 Street 92 Avenue	4 4	4 4	Crosses river by 105th Street Bridge.
Bridge Road 103 Street	105 Street 96 Avenue	103 Street E.Y.&P. Railway	4	4	
Bridge Road 101 Street	103 Street E. Y. & P. Ry.	101 Street MacDougall Hill	4 4	4 4	Joins proposed No. 14 High- way Route at MacDougall Hill.
<u>BY-PASS ROUTE</u>					
New Diagonal St. 109 Street	104 Street 67-68 Avenues 76 Avenue	109 Street 76 Avenue Whyte Avenue	6 4 8	6 6 6	See Plate IV Widen 33 feet on West side Joins Routes b (1) and (2) at Whyte Avenue.
<u>2. JASPER PARK HIGHWAY</u>					
Stony Plain Road 102 Avenue	City Limits 142 Street 140 Street 127 Street	142 Street 140 Street 127 Street 100 Street	4 6 8 6	6 6 6 6	Subway between 109 & 110 Streets. Intersection at 101 Street should be impro- ved.



Name of Street	From	To	Traffic Capacity in Lines of Vehicles		Remarks
			Present	Proposed	
3. <u>PEACE RIVER HIGHWAY.</u>					
St. Albert Road	City Limits C.N. Railway	C.N. Railway 125-124 Avenues	6 4	6 6	Thoroughfare requires to be extended across Block 6. Cromdale Subdivision (See Plate VI.)
New Diagonal St.	St. Albert Road	118 Avenue	4	6	Requires to be widened 14 feet on South side between 92nd and 95th Streets
118 Avenue	New Diagonal St.	121 Street	4	6	
Portage Avenue	118 Avenue	101 Street	8	8	Through Old Penitentiary Grounds and South of "The Stadium".
101 Street	Portage Avenue	Jasper Avenue	6	6	
Jasper Avenue	101 Street	100 Street	8	8	Connects with 6-Line thorough- fare proposed in 95 Street
4. <u>97 STREET.</u>					
97 Street	City Limits 118 Avenue Norwood Blvd.	118 Avenue Norwood Boulevard Jasper Avenue	4 8 4	6 6 4	Too narrow to accomodate the street railway it carries. A bus service would be preferable.
Along line of present street car tracks. Connects at 62 and 66 Streets with Routes (a) & (b) of the Ft. Saskatchewan Road Arterial.					



Name of Street	From	To	Traffic Capacity in Lines of Vehicles		Remarks
			Present	Proposed	
<u>5. FT. SASKATCHEWAN ROAD.</u>					
Ft. Saskatchewan Road	City Limits	82 Street	4	6	Thoroughfare requires to be extended across Block 6. Cromdale Subdivision (See Plate VI.)
(a) 82 Street Jasper Avenue	Ft. Sask Road 82 Street	Jasper Ave. 100 Street	4 4-8	6 6	Requires to be widened 14 feet on South side between 92nd and 95th Streets
(b) Ft. Sask. Road 86 Street New Connection	82 Street Ft. Sask. Road 86 Street	86 Street Rat Creek 92 Street	4 4 -	6 6 6	Through Old Penitentiary Grounds and South of "The Stadium".
107 Avenue	92 Street	95 Street	4	6	Connects with 6-Line thoroughfare proposed in 95 Street
<u>6. 118-112 AVENUES.</u>					
118 Avenue	City Limits	53 Street	4	6	Through Blocks X in Plans 4393 A.Y. and 5642. A.J.
New Connection	118 Avenue	112 Avenue	4	6	
112 Avenue	56 Street	75A-76 Streets	4	6	
New Connection	75A-76 Streets	78 Street	-	6	Along line of present street car tracks.
112 Avenue	78 Street	86 Street	4	6	Connects at 82 and 86 Streets with Routes (a) & (B) of the Ft. Saskatchewan Road Arterial.



Name of Street	From	To	Traffic Capacity in Lines of Vehicles		Remarks
			Present	Proposed.	

### 7. CLOVER BAR ROAD

101 Avenue	City Limits	82 Street	4	4	N.E. Corner of 101 Avenue and 82 Street should be well rounded.
82 Street	101 Avenue	102-103 Avenues	4	4	
New Connection	82 Street	Rowland Road	4	4	Through Forest Heights Subdivision.
Rowland Road	84 Btreet	95 Street	4	4	
95 Street	Rowland Road	101A Avenue	4	4	
101A Avenue	95 Street	Jasper Avenue	4	4	Joins Ft. Sask. Road Route (a) at Jasper Avenue.S.W. Corner of 95 Street and 101A. Avenue should be well rounded.

### 8. THE WAINWRIGHT HIGHWAY.

Whyte Avenue	City Limits	75-76 Streets	8	8	
New Connection	Whyte Avenue	95 Avenue	-	6	
95 Avenue	New Connection	Connors Road	4	6	4 Lines with parking eliminated.
Connors Road	95 Avenue	Scona Hill	4	6	Widen 14 feet on East side of street.
Scona Hill	Connors Road	Low Level Bridge	4	6	
Low Level Bridge	Scona Hill	MacDougall Hill	2	4	Restrict against parking
MacDougall Hill	Low Level Bridge	100 Street	4	4	Parking to be eliminated if
100 Street	MacDonald Drive	Jasper Avenue	4	4	found necessary.



# CROSS-TOWN THOROUGHFARES EAST AND WEST STREETS

Name of Street	From	To	Traffic Capacities in Lines of Vehicles		Remarks
			Present	Proposed	

## 9. 132-133 AVENUES

132 Avenue	Ft. Sask. Rd.	135 Street	4	4	Immediately North of N. A. Rys. Yards.
New Connection	135 Street	142 Street	-	4	
133 Avenue	142 Street	St. Albert Road	4	4	

## 10. 129 AVENUE

129 Avenue	55 Street	Ft. Sask. Road	4	4	To serve Stock Yards. Con- nects with same via 55 Street.
------------	-----------	----------------	---	---	--

## 11. 127 AVENUE.

127 Avenue	Ft. Sask. Rd.	73 Street	4	6	Close existing length of 127 Avenue between 82 and 90 Streets
New Connection	73 Street	90 Street	-	6	
127 Avenue	90 Street	127 Street	4	6	Widen 14 feet on South side. Improve S.E. corner 127 Ave- nue & 127 Street.



Name of Street	From	To	Traffic Capacity in Lines of Vehicles.		Remarks
			Present	Proposed	
<u>12. 122-123 AVENUES.</u>					
122 Avenue	Ft. Sask. Rd.	90 Street	6	4	See Plate VI.
	90 Street	97 Street	4	4	
	97 Street	107 Street	6	4	
New Connection	107 Street	108-109 Streets		4	
123 Avenue	108-109 Sts.	120 Street	33	4	Widen 33 feet on South side of Street.
	120 Street	124-125 Sts.	4	4	Eliminate jog at 122 Street
	124-125 Sts.	127 Street	20	4	Widen 46 feet on North Side of Street.
New Connection	125-126 Sts.	127 Street			See Plate VI. Eliminates jog at 127 Street.
123 Avenue	127 Street	St. Albert Road	4	4	
<u>13. 118 AVENUE.</u>					
118 Avenue	53 Street	101 Street	4	6	
	101 Street	121 Street	6	6	
	121 Street	City Limits	4	6	
<u>14. 112-111 AVENUES</u>					
112 Avenue	86 Street	92 Street	4	6	Widen on South Side of Street.
Norwood Boulevard	92 Street	94-95 Streets	4	6	
	94-95 Streets	101 Street	8	6	
	101 Street	121 Street	8	6	
111 Avenue	121 Street	C.N. Ry.	6	6	Through Westmount Park
New Connection	C.N. Railway	142 Street	-	6	
111 Avenue	142 Street	City Limits	4	6	



Name of Street	From	To	Traffic Capacity in Lines of Vehicles		Remarks
			Present	Proposed	
<u>15. 107 AVENUE</u>					
107 Avenue	95 Street	97 Street	4	4	See Plate VI.
New Connection	97 Street	101 Street	-	4	
107 Avenue	101 Street	142 Street	6	6	Through unsubdivided lands.
New Extension	142 Street	145-146 Streets	4	6	
	145-146 Streets	City Limits	-	6	
<u>16. 104 AVE.-STONY PL. RD.</u>					
104 Avenue	92 Street	99 Street	4	6	Connect Easterly with Jasper Avenue.
Stony Plain Road	99 Street	121 Street	6	6	Improve jog at 101 Street
	121 Street	124 Street	4	6	Joins Jasper Park Highway
	124 Street	140 Street	4	4	Route at 140 Street.
<u>17. 102 AVENUE</u>					
102 Avenue	Jasper Avenue	97 Street	4	6	Widen 14 feet on South side of street.
	97 Street	100 Street	6	6	Joins Jasper Park Highway Route at 100 Street.
<u>18. JASPER AVENUE</u>					
Jasper Avenue	101 Street	121 Street	8	8	Connects with Jasper Park Highway Route at 102 Avenue.
	121 Street	124 Street	6	6	
	124 Street	125 Street	6	4	
125 Street	Jasper Avenue	102 Avenue	4	4	



Name of Street	From	To	Traffic Capacity in Lines of Vehicles.		Remarks.
			Present	Proposed	
<u>19. 100 AVENUE.</u>			8	8	
100 Avenue	109 Street 118 Street	118 Street 121 Street	6 4	6 6	
<u>20. 97 AVENUE.</u>					
97 Avenue	100 Street	109 Street	6	6	
<u>21. 95 AVENUE.</u>					
95 Avenue	75 Street	96-96A Streets	4	4	Eliminate jog at 82 Street. Connects with proposed Wain- wright Highway Route between 96 and 96 A Streets.
<u>22. SASKATCHEWAN DRIVE.</u>					
Sask. Drive	104 Street	109 Street	6	4	
<u>23. 87 AVENUE</u>					
87 Avenue New Connection	109 Street 112 Street 116 Street	112 Street 116 Street Sask. Drive	4 4 -	4 8 4	87 Avenue through Windsor Park to be closed and new street on line of 87 Avenue in the Garneau Subdivision to be opened in its stead.



Remarks.

Traffic Capacity in  
Lines of Vehicles,  
Present Proposed.

From

To

Name of Street

(24) WHYTE AVENUE.

Whyte Avenue

75-76 Streets 93 Street  
93 Street 95A Street

8 8  
4 6

Future Bridge between these  
two streets should be along  
original street lines.

95A Street

104 Street

8

8

Joins Calgary-Edmonton  
Highway Routes at 104 Street.

(25) UNIVERSITY AVENUE.

University Avenue

104 Street Sask. Drive

4

4

(26) 76 AVENUE.

76 Avenue.

104 Street Sask. Drive

4

4

The possibility of either  
University or 76 Avenues  
connecting with a bridge  
across the River must be  
considered.

(27) 60-63 AVENUES.

60 Avenue  
New Connection  
63 Avenue

75 Street 95-96 Streets  
60 Avenue 63 Avenue  
96-97 Streets New Diagonal  
Street

4 - 4  
- 4

4 4 4

Jog at 106 Street requires  
to be eliminated. See  
Plate IV.



## NORTH AND SOUTH STREETS

(11)

## NORTH SIDE.

Name of Street	From	To	Traffic Capacity in Lines of Vehicles.		Remarks.
			Present	Proposed	
<u>28. 66 STREET</u>					
66 Street	City Limits Ft. Sask. Road	Ft. Sask. Road 123-122 Avenues	4 4	4 6	Widen 14 feet on East side of street.
	123-122 Avenues 118 Avenue	118 Avenue 112 Avenue	6 4	6 4	Improve intersection with 118 Avenue. See Plate VI.
<u>29. 82 STREET.</u>					
82 Street	City Limits 118 Avenue	118 Avenue Ft. Sask. Road	4 4	4 6	
<u>30. 90 STREET.</u>					
90 Street	City Limits 127 Avenue	127 Avenue 125-124 Avenues	4 33 feet	4 4	Requires to be widened 33 feet on West side of Street
	125-124 Avenues 123-122 Avenues	123-122 Avenues 122 Avenue	4 33 feet	4 4	Requires to be widened 33 feet on West side of Street.
	122 Avenue	112 Avenue	4	4	



Name of Street	From	To	Traffic Capacity in Lines of Vehicles.		Remarks.
			Present	Proposed.	
<u>31. 92 STREET.</u>					
92 Street	Norwood Blvd.	Jasper Avenue	4	4	Will necessitate the construction of a Subway beneath the C.N. Railways' tracks.
<u>32. 95 STREET.</u>					
95 Street	Norwood Blvd. Jasper Avenue	Jasper Avenue 101 A Avenue	4 4	6 4	ditto
<u>33. 96 STREET.</u>					
96 Street	Norwood Blvd.	Jasper Avenue	6	6	ditto
<u>34. 98 STREET.</u>					
98 Street	101 Street	Jasper Avenue	6	6	ditto
<u>35. 100 STREET.</u>					
100 Street	104 Avenue MacDougall Hill	Jasper Avenue 97 Avenue	6 4	6 6	To accomodate Street Railway
<u>36. 101 STREET</u>					
101 Street	118 Avenue	Portage Avenue	6	6	



Name of Street	From	To	Traffic Capacity in Lines of Vehicles.		Remarks
			Present	Proposed.	
<u>37. 107 STREET</u>					
107 Street	127 Avenue	111 Avenue	6	6	
<u>38. 109 Street</u>					
109 Street	Kingsway	100 Avenue	8	6	Links Calgary-Edmonton and Peace River Highways.
<u>39. 113 A STREET</u>					
113A Street	City Limits	127 Avenue	4	4	
<u>40. 116 STREET</u>					
116 Street	Portage Avenue	100 Avenue	6	6	
<u>41. 121 STREET.</u>					
121 Street	104 Avenue	100 Avenue	8	6	
<u>42. 124 STREET</u>					
124 Street	Proposed Daigo- nal (Peace River Highway)	Jasper Ave.	4	6	At present too narrow for the accommodation of exist- ing street railway.
<u>43. 127 STREET</u>					
127 Street	City Limits 127 Avenue 118 Avenue	127 Avenue 118 Avenue Stony Pl. Road	4 4 4	4 6 4	To accomodate street railway.



Remarks.

Traffic Capacity in  
Lines of Vehicles.  
Present Proposed.

From

To

Name of Street

44. 142 STREET.

142 Street

133 Avenue

76 Avenue

4

45. KINGSWAY.

Kingsway

118 Avenue

111 Avenue

6

46. 75 STREET.

75 Street

101 Avenue

60 Avenue

4

47. 91-93 STREETS.

91 Street

95 Avenue

88 Avenue

6

88 Avenue

Whyte Avenue

6

Whyte Avenue

72-71 Avenues

4

New Connection

91 Street

93 Street

4

93 Street

70-69 Avenues

60 Street

4

S O U T H S I D E



Name of Street	From	To	Traffic Capacity in Lines of Vehicles.		Remarks.
			Present	Proposed.	

48. 99 STREET

99 Street	Scona Hill	63 Avenue	4	4	Too narrow for the accommodation of the Street Railway.
-----------	------------	-----------	---	---	---

49. 115 STREET.

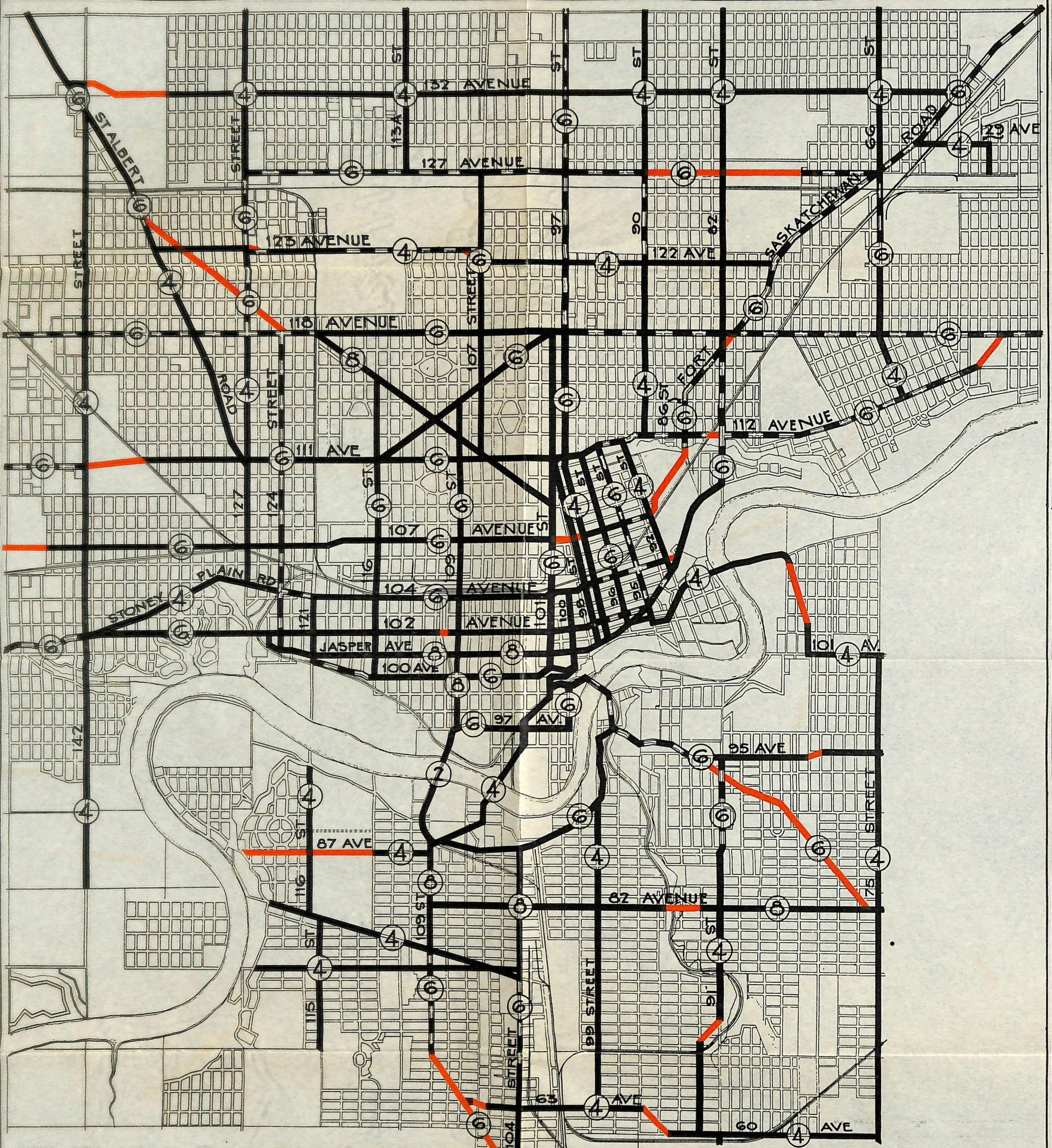
115 Street	University Ave.	68 Avenue	4	4	
------------	-----------------	-----------	---	---	--

50. 116 STREET.

116 Street	Sask. Drive	Univer. Ave.	4	4	
------------	-------------	--------------	---	---	--

NOTE: Present Traffic capacities as set out herein are the maximum possible between existing street lines and not necessarily the capacities that can be accommodated by existing pavements.









# EDMONTON

## ALBERTA

CITY OF EDMONTON  
TOWN PLANNING COMMISSION  
1930

### THE MAJOR STREET PLAN

-  STREETS ANTICIPATED TO BE OF ADEQUATE WIDTH FOR FUTURE REQUIREMENTS
-  STREETS RECOMMENDED TO BE WIDENED
-  NEW EXTENSIONS & CONNECTIONS
-  RECOMMENDED ULTIMATE STREET CAPACITIES EXPRESSED IN LINES OF VEHICLES